Negative Operating Ratio in the Railways

4705. SHRI PARMESHWAR KUMAR AGARWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways are likely to show negative operating ratio;

(b) if so, what are the reasons therefor; and

(c) how the Railways would be able to manage development and safety measures with depletive operative ratio?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) The operating Ratio of the Indian Railways, which is worked out by determining the percentage that the "Total Working Expenses" bear to the "Gross Traffic Earnings", below 100 and is, therefore, positive as the Gross Traffic Earnings exceed the Total Working Expenses. In recent years, however, this ratio has deteriorated from 82.5% (1995-96) to 98.8% (projected for 2001-02), primarily on account of the absorption of the impact of the implementation of the recommendations of the Fifth Central Pay Commission.

(c) With the stabilisation of the working expenses, the internal resource generation is expected to improve. This, supplemented by the Budgetary Support from the General Revenues and Extra Budgetary Resources through market borrowing, will be utilised for development and safety-related works.

Cleanliness and Hygiene in Long Distance Trains

4706. MISS MABEL REBELLO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that South bound trains are not being cleaned before commencement of journey from New Delhi or Nizamuddin railway stations;

(b) whether there is no cleaning of these trains enroute also and if so, the reasons therefor; and